

# COUNTY SURVEYOR'S RECORD, DOUGLAS COUNTY, OREGON

BUSHORE & CO. PORTLAND, ORE. 87545

Survey No.	Made on	November 7, 1949	Survey No.	Made on	
In Town. 26 S	Range 6 W	Sec. 3	In Town.	Range	Sec.
Made for	E. A. Jennie		Made for		
Purpose of	Setting property corners		Purpose of		
File 43 Drawer 167			M16-25		

The survey was commenced at the  $\frac{1}{4}$  corner of Sections 3 & 4, T 26 S, R 6 W, WM. Location of this corner was determined from O. B. T's. in good shape, 8" W. Oak, N 54° W, 59.0 ft. dist. and 6" W. Oak, N 22° E 66.0 ft. distance (actually 66 lks.). A  $\frac{3}{4}$  inch x 36 inch iron rod was set for this corner, and a traverse was run, Easterly, to the  $\frac{1}{4}$  corner between Sections 2-3, which location was determined from a "Y" Oak B.T. N 82° W 26 lks., stump, badly rotted but blaze plain & faint scribe mark visible. An auto axle was set for this corner from which

24" Fir bears N 4° W 10.3 ft. blazed and scribed  $\frac{1}{4}$  S 3 C.S.B.T.  
 15" Fir, bears S 14° E, 20.6 ft., blazed and scribed  $\frac{1}{4}$  S 2 CS.B.T.

The resultant bearing & distance of this line was N 88° 58' 30" W 5283.1 ft.;

The  $\frac{1}{4}$  corner, Sec. 34, T 25 S, R 6 W, & Sec. 3, T 26 S, R 6 W, was located from a 36" Fir line tree, described in Government Field Notes as being 5.22 chains West of the  $\frac{1}{4}$  corner. This distance was measured East from the tree and the location fits a blazed Laurel (blaze rotted out) The blaze was S 54 E 54 lks. from the point, 5.22 chs. East of the line tree. A  $\frac{3}{4}$ " iron rod was set for the  $\frac{1}{4}$  corner at this location, from which a

12" Fir bears S 88° E 17.9 ft., blazed and scribed  $\frac{1}{4}$  S 3 C.S.B.T.  
 No suitable B.T. was available in Sec. 34.

A traverse was run Southerly to the  $\frac{1}{4}$  corner between 3 and 4, location of which was determined from an old B.T. stump, a Laurel badly rotted but blaze faces property and faint scribe marks are visible. A 1" iron pipe was set for this corner, from which a 34" Fir bears N 9° E 4.5 ft. blazed and scribed  $\frac{1}{4}$  S 3 C.S.B.T., no suitable trees were available in Section 10. Bearing and distance of this line was found to be N 0° 16' 30" E 5287.2 ft..

The intersection of these two center lines of Section 3 was computed and at that point an auto axle with a 6" flange was set for the  $\frac{1}{4}$  corner from which the Northwest corner of the concrete foundation of a barn bears S 80° E 84.5 ft. No trees were available for B.T.'s.

- $\frac{1}{4}$  cor. Secs. 34-3 (Sec. 34, T 25S, R 6 W, - Sec. 3, T 26 S, R 6 W)  
S 0° 16' 30" W, 2622.7 ft.
- $\frac{1}{4}$  cor. S 0° 16' 30" W 2664.5 ft.
- $\frac{1}{4}$  cor. Secs. 3-10
- $\frac{1}{4}$  cor. Secs. 3-4  
S 88° 58' 30" E 2686.5 ft.
- $\frac{1}{4}$  cor. S 88° 58' 30" E 2596.6 ft.
- $\frac{1}{4}$  cor. Secs. 2-3

At the midpoint of the line between the  $\frac{1}{4}$  cor 34-3 and  $\frac{1}{4}$  cor. Sec. 3, an auto axle was set for the CN 1/16 cor. Sec. 3 from which

8" Fir bears N 6° W 1.9 ft.  
 12" Fir bears S 7° E 9.2 ft.  
 Both trees are marked CN 1/16 S 3 C.S.B.T.

At the midpoint of the line between  $\frac{1}{4}$  cor 3-10 &  $\frac{1}{4}$  cor. Sec. 3, an auto axle was set for the CS 1/16 cor. S 3 from which

24" Fir bears S 25° E 16.6 ft. mkd. CS 1/16 S 3 C.S.B.T.

At the midpoint of the line between  $\frac{1}{4}$  cor. 3-4 and  $\frac{1}{4}$  cor S 3 an auto axle was set for the CW 1/16 cor from which

26" Fir bears S 27° E 1.2 ft. mkd. CW 1/16 S 3 C.S.B.T.

At the midpoint of the line between  $\frac{1}{4}$  cor 2-3 and  $\frac{1}{4}$  cor. S 3 and auto axle was set for the CE 1/16 cor S 3 from which

20" Fir bears N 70° W 8.7 ft.  
 24" Fir bears S 38° E 19.7 ft., both trees mkd. CE 1/16 S 3 C.S.B.T.

At a point N 88° 58' 30" W 973.5 ft. from the  $\frac{1}{4}$  cor., along the E and W midsection line, and auto axle was set for the interior "L" corner of the E. A. Jennie property, from which a

30" Fir bears N 27° W 11.0 ft. mkd. R.-C.S.B.T.

The N 1/16 cor. S 3-4 was located from an original B.T., a 6" Fir bearing N 5° W 9.5 ft. and a  $\frac{3}{4}$ " iron rod was set for this corner. A traverse was run Easterly to the CN 1/16 cor. S 3, and the bearing and distance of the line between these two corners was found to be S 89° 12' E 2672.8 ft.

At a point along this line, N 89° 12' W 973.5 ft. from the CN 1/16 cor., an auto axle was set for the Northwest corner of the E. A. Jennie property from which a 6" Fir bears S 73° W 5.0 ft marked R - C.S.B.T.

A Buff & Buff transit with plates reading to one minute of arc, in good adjustment and repair was used, and all angles were turned in deflection and doubled.

All chaining was done by experienced chainmen using a new 300 ft. Chicago steel tape, Measurements were made on the slope, vertical angles were read from the transit, and all distances reduced to the horizontal.

Bob Matthews - Head Chain      A. R. Evans - Transitman - Deputy County Surveyor  
 E. A. Jennie )  
 Cal. Henry )      Axe men  
 Jim Henry )

